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EDITORIAL COMMENT.

THE MINES AND RAILROAD EXPANSION.

Those who attempt to form an estimate of the possible activity of the country on the basis of what the railroads are doing, should take into consideration a variety of conditions affecting the transportation business. During the recent panic, the railroads in general suffered through the lack of transportation orders that resulted from the general recession in all lines of business. Several of the larger lines postponed their programme of expansion until such time as both financial and transportation problems would reach a more solid foundation. Now that noticeably large orders are being placed for rails and equipment, we are again brought face to face with the fact that mine-making in the west is destined for years to come to be one of the principal factors in determining a considerable percentage of the extension of old lines, and the building of new ones.

Thus, almost direct connection comes into existence between the silver, gold, lead, zinc and copper industries and the business of mining iron and marketing its products. There was probably never a time in commercial history when the relationship between the precious and commercial metals other than iron, and that metal itself, were so pronounced as it is today. The extension of the railways is only one link in this connection. The opening of large agricultural tracts following the making of mines has given us a new and broader field for all classes of farm machinery. Just what percentage of increase in the iron and steel business is due to the effects on other classes of mining will, perhaps, remain purely a problematical matter. The same form of relationship in a varying degree also exists between western mining projects and wholesaling and retailing lines. The business of supplying mining communities with all classes of commodities not only means greater patronage of the railroads, but also a steady growth in the mercantile fields.

Notable examples of increase in population are presented by the state of Nevada. Looking back five years, we find several towns not then located that are now steady and thriving camps. Among the principal of these we may mention Tonopah, Goldfield, Rhyolite, Fairview, Wonder, Manhattan and Rawhide. Perhaps not under a score of other camps are coming into existence. No definite figures are at hand as to the number of people who have become residents of these districts, but a conservative estimate might place the increase in population at not under 50,000 persons. A good deal might be checked off as transitory, but in the majority of these camps the growth is steady and the population is pretty securely fixed. In this manner, all lines of business experience a steady advancement. While it is true that the majority of the new residents come from other sections, and pretty generally from the mineral west, they do not materially detract from the population or business of those sections. The money to build up these districts has come from all parts of the country, as well as from foreign states. Although business men, unacquainted with mining conditions, freely assert that the mining region is not a permanent section, we can point to innumerable camps in the west that have been thriving for ten years to forty years, and that bid fair to endure for many years more.

But beyond the problem of the production of the districts, this is the importance they give to the states and territories in which those camps are located.—Mining Record.

HART MAINTAINS STEADY GROWTH

Despite the booms that are rising and falling in various localities on the Pacific coast, Hart, the new mining town in San Bernardino county, Cal., is maintaining a consistent and conservative rate of development. From a camp of five men and three tents on January 5 of this year, it has grown to a town of 1000 inhabitants and more than 350 tent houses and permanent structures.

Beginning with the strike made on January 5 by James H. Hart, Bert Hitt and Clark Hitt, when they uncovered ore that assayed \$1500 per ton on what is now known as the Oro Belle No. 1, the district has with in 100 days risen to the dignity of fifty working claims and an area of known value two miles wide and three miles long, which so far as prospects and development have shown, will prove one of the most valuable mineral deposits in the west.

The municipal government of the town is in the hands of men whose interests are in the ultimately complete development of the district, not temporary "bulling" of local real estate and stocks. In fact few of the properties are incorporated.

Probably the most valuable criterion of the value of mining properties in the district, lies in the authoritative reports of the assayers, who, since January have done the assaying for the camp.

Three firms—Ross Woodward & Co., Andrews & Marsh and Brown & Stone—have done practically all of the assay work in the camp. These men have reputations and experience in their profession, and the reports of the values found by them in the samples of ore submitted to them for assay, give a legitimate idea of the values of the ore in the Hart district.

Between January 21 and March 17, these firms made 373 different assays of ore from Hart claims. The average value per ton, obtained therefrom, is \$89.84, or an amount equal to the average of any mining camp on the Pacific coast, when the age of the camp and the amount of development work done, is taken into consideration.

There were probably 100 samples of ore sent outside the camp for assay, but as they were selected on their addition to the total would only raise the average already quoted. It is also true, that of the assays made in the camp, many were of a purely experimental nature, and not made with the expectation of obtaining any resultant values.

With this showing after less than three months of prospecting and development work, Hart can afford to

stand comparison with any other camp in the west.

Building is progressing rapidly; town lots are bringing good prices; a modern two-story hotel is nearing completion; police and fire regulations are in force, and the general tone of the camp is one of settled confidence in the future of the district.

Four of the Jumbo claims were sold last week for \$100.00 to Colonel Charles A. Foster of the Quartette Mining company of Searchlight, Nev., and the increase of the working force on these claims had given a decided and substantial impetus to the workings of the entire district.

Telephones are installed, daily mail comes in and goes out, and with the introduction of capital and the continued development of existing prospects it is certain now that Hart will take a permanent and prominent place among the successful mining districts of the country.—Goldfield News.

VENEZUELA MAY FEEL BIG STICK

WASHINGTON, D. C., April 2.

Some of the members of the senate committee on foreign relations have decided to recommend that the committee, in view of Venezuela's refusal to arbitrate pending American claims, report to the senate resolutions providing for retaliation either by prohibitive tariff on coffee, the exclusion of Venezuelan asphalt or authorization to the president to deal with Venezuela as he desires. The committee will meet tomorrow.

The president today sent to the senate the Venezuelan correspondence called for by the Lodge resolution. This correspondence covers the history of the five American claims which this government has so far in vain sought to have President Castro agree to arbitrate. They are the Jaurell claim, the Orinoco corporation claim, the Orinoco Steamship company claim, the United States and Venezuela company (commonly known as the Critchfield) claim, and the Norfolk and Bermudas Asphalt company claim.

Strong language is used by the solicitor of the state department in urging a vigorous prosecution of all these claims, and he holds that the "time has come for language stronger than that employed in a request." "And if the demand be met with procrastination or refusal, the dignity of this government would seem to require prompt and vigorous action."

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RAILROADS GAIN POINT IN MISSOURI

KANSAS CITY, Mo., April 2.—Judge Smith McPherson in the federal court here today decided that he has full jurisdiction over both the maximum freight and the two-cent passenger fare cases in Missouri. In other words, he holds in favor of the railroads and against the state on the question of the jurisdiction.

Last year the legislature passed the two-cent law and a minimum freight law reducing exchange for the rates about 25 per cent. All of the main-line railroads in Missouri joined in an application for an injunction last June to prevent the state officials from enforcing the laws.

Meantime a truce was arranged between the railroads and the attorney general under which the roads were to put the two-cent law in force.

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CHINESE REVOLT CAUSING ALARM

PEKIN, April 2.—Wholesale arrests are being made in an effort to check the anti-government movement, which has followed the settlement of the Tatsu Maru incident.

Revolutionary leaders were prompt to avail themselves of China's final surrender to Japan as an excuse for fomenting popular discontent with the cowardice of the country's rulers.

They have succeeded so well that all the more important cities are hotbeds of anti-government sentiment and several provinces are on the verge of revolt, not to mention those where rebellion has been chronic for months.

An especially alarming feature of the situation is the number of rich and prominent Chinese who are enlisted in the revolutionary movement. Numbers of these have fled from their homes to districts where the government is already so weak that they feel themselves safe from arrest.

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